# THE MARINE RECORD.

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## AROUND THE LAKES.

### CLEVELAND.

The steamer Jarvis Lord is receiving quite extensive repairs at Ashtabula.

Captain James Lowe last season on the Hiawatha takes command of the Kasota.

Captain Ed. Morton last season on Cumberland goes as master of the Hiawatha.

John Roach last season first engineer on the Sparta goes as chief on the Smith Moore next season.

Robert Neil last season assistant engineer on the Republic goes in the same capacity on the Smith Moore.

John Costello, who was chief engineer on the R. P. Ranney half of last season, goes as chief of the Oscar Townsend.

Captain W. S. Shay, who has sailed the Nashua for several years, has resigned to take command of one of the Detroit Dry-dock company steamers.

William J. Prnigle, last season mate on the Fred Kelley, goes mate of the Lake Michigan steamer Merrimac.

Messrs. Moore & Bartow, vessel owners and agents, have moved their office from room 23 Arcade to room 15 same building on St. Clair street. They now have two fine large rooms, well fitted up and they are in shape to do any amount of business.

REUBEN BURR, of Bay City, Michigan, is the only survivor of the propeller Equinox disaster in Lake Michigan in 1875, but where, oh, where is he?

An eastern paper says that every day the business outlook grows more cheerful. Factories, rolling mills, etc., are starting up, and thousands of men who were idle when the new year opened, are now working with might and main.

In the case of William J. Miller against the schooner Franz Siegel in the United States district court, the report of the commissioner of the amount due the libelant for the repairs placed upon the Siegal has been confirmed, and decree rendered for libelant for $268.01 and interest from August 11th, 1881.

### ASHTABULA.

*Special to the Marine Record.*

James G. Laird, shipbuilder, has commenced to do considerable work on the steambarge Jarvis Lord. She will have six new beams amidships, 100 feet of new stringers on each side under the deck, some new stanchions and knees and a general overhauling. He will build a new tug 75 feet over all, 16½ feet beam and 8 feet deep for John Winslow, of Brooklyn, N. Y.

J. P. Devney, shipbuilder, is making four anchors for L. Linn's dredge. He will, as soon as the weather permits, do some work on the tug Thompson and to the lighthouse. He has purchased a lot 66 feet front to the creek 140 feet deep to place his timber upon, and he intends to drive piles and build a dock fronting the creek.

McKinnon Bros., machinists and shipsmiths, are replating Captain Field's iron tug Dexter with ¼-inch steel plates. They have also put some new extra frames between her engine and boiler and a new stern pipe; she will also have a new shaft and a new 6-foot wheel and a new crank in her engines, which will give it 2 inches more stroke. These improvements will make her more powerful than heretofore. The firm are also doing some work on the machinery of the tugs Thompson and Red Cloud.

S. W.

### DETROIT.

*Special to the Marine Record.*

Another cold wave, which reached here on Sunday night, is not a very encouraging exhibit of navigation prospects and the time for that auspicious event is as dimly distant as it was in midwinter. There are not a few who make the venture that there will be no sallying forth, arrivals or departures, until about May 10th, aside from short steamboat routes to and from Detroit, and as regards this point and Cleveland probably not before the middle of April.

The ice embargo on the Detroit river remains the same as noted in my last correspondence. From Sandwich point to Lake Erie it remains firm and immovable, notwithstanding the mammoth railway steamer Lansdowne has made every possible endeavor to make an opening. This steamer, so far as model is concerned, is well designed for an ice boat, yet she lacks the requisite power, and to this end, it is stated, ere long a new engine will be placed in her. The one at present in use was formerly in the Michigan, dismantled last year, a boat of far less dimensions that the present one.

Lake St. Clair remains without change and at the present could be traversed with teams in any direction. Yet all these setbacks to an early opening, will be productive of good when business does commence, and should that not occur until the middle of May, far better still. "Times are going to be good for sure said a hopeful vessel man the other day. War between Russia and England will make things boom and no mistake." This may be soothing for the time being, but does not, in many cases, prove reliable.

Joel Odette, a well known marine engineer of Detroit for the past twenty-five years, was found dead near the railroad track a few days since, a few miles from the city. He was badly bruised and mangled but as to the real causes of his death a corner's jury were unable to determine. He was a man of steady habits and was widely known. His age was 55; he had no family save a son who is employed in this city.

Captain James F. Snow, widely known throughout the lake region, is dangerously ill at his residence in this city of billious fever. He is an old pioneer skipper and it is hoped may yet find a lea and not get wrecked among the breakers.

The barge Keepsake has undergone thorough repairs the present winter and is now in good shape for business.

Harry Howard, Esq., of Port Huron was in this city on Monday and although well along in the sear and yellow leaf, his business qualities are not the least impaired. Mr. H. is largely intrested in the new vessel now building at the above city.

The steambarge building at Whaler's yard, in Bay City, is well along towards completion and will carry three masts. J. C. Goss, sailmaker here, is preparing a suit of sails for her; also for Partridges sloop cutter, which will contain 800 yards of 10 inch duck, and a suit of sails for another yacht owned by Mr. Beech of Detroit.

T. W. Noble the sailmaker is making a squaresail and other sails for the schooner Unadilla, and also some sails for Captain Blodgett's vessels, besides yachts.

J. P. Donaldson, the well known ship chandler in this city, has been sojourning in Alabama for a month or more for health as well as recreation.

The question not unfrequently arises. "What has become of all the old lake skippers?" It is true a few have passed out, yet there are a good number left. You will find them in almost every lake port, while a few, a very few who lay by their earnings from many years sailings are retired on farms in the country, and in some instances have been dubbed justices of the peace. Such was the good fortune of Captain Dick Jones, whom we met yesterday, on Jefferson avenue but had not seen for these many years. A biography as well as the location of a host of these old fresh water salts would be well worth the reading in pamphlet form some day.

The outfit for the new vessel building at Mr. Linn's yard at Gibraltar will be furnished by J. P. Donaldson & Co. of this city.

There are but two ship chandlers establishments in Detroit which adjoin each other at the foot of Woodward avenue. It is but a few years since four existed doing a fair business, but this is by no means a bid for a third party to step in as those now here are sufficient for all practical purposes.

The situation of affairs on Lake Michigan, as they are almost daily received, are deplorable and it is about time such a state of things was played out. Some of these boats, which have been exposed to extreme hazard for upwards of four weeks, getting supplies over ice is altogether without a record in the annals of lake navigation.

There has been no appointments of masters since I last wrote although there are not a few skippers laboring under intense anxiety as to what of the future.

J. W H.

### ERIE.

*Special to the Marine Record.*

W. W. Loomis, shipbuilder, is building a passenger steamer for Captain T. White, of the following dimensions: Length, over all, 67 feet; breadth of beam, 16 feet; depth of hold, 5 feet. She will have double engines, 10x12, and a steel boiler 5 feet in diameter and 10 feet long. He will give the schooner Thomas Gawn a new foremast, boweprit and jibboom and some general repairs.

The Erie & Pittsburg Railroad Company are rebuilding their dock on the west side by putting in a new crib 1,000 feet long by 20 feet wide.

The barge Mariner, Capt. J. Nelson, has received a new foremast and foreboom, and some new frames and ceiling forward, and recalking.

Captain T. White intends to cater for the pleasure-seekers at Erie during the coming summer. In addition to the new pleasure steamer, which W. W. Loomis is building for the captain, he will run the steamer John H. Welch, five sail pleasure boats and about twenty row boats. T. W.

### COLLINGWOOD.

The survey of the north channel of the entrance to Georgian Bay has been completed by Staff Commander J. G. Boulton, R. N., and he has written a book containing sailing directions from Cabot Head to Cape Smith. The book can be obtained from any Canadian collector of customs, and so can the new chart. The charts of this locality now extant are very incomplete, as a number of vessel masters have found to their sorrow. The whole bay is covered with hidden and dangerous shoals, rocks, and islands, and it the worst place to navigate in the chain of is lakes.

### MILWAUKEE.

*Special to the Marine Record.*

Sunday evening a heavy gale set in from the southwest and blew all night, and this morning (Monday) there is no ice to be seen in the bay.

The railroad propellers are all in except the Jay Gould, which is at Sheboygan having some slight repairs made on her, when she will come on to this port.

The tug Welcome was once more lifted out on the dry dock last Friday and had some more repairing done on her hull, as it was found she leaked badly around her stearn pipe after she was towed into the water last week.

The tug John Evenson has been busy the last three days shifting the vessels that were in the way of the launching of the schooner Arthur, nee G. T. Trumpff, at Wolf & Davison's main yard.

The fish tug Eaton, which sprung aleak by having the oakum pulled out by the ice, was placed on the boxes and lifted up.

The large dry dock was flooded on Thursday, and the remains of the old tug Goodnow was floated out.

The schooner Goshawk, which comes out comparatively new this season, was towed to the Smith elevator to load 35,000 bushels of grain for Buffalo.

The steambarge Jim Sheriffs was put in dry dock to have a center board put in her. The movement of these vessels gave a clear river front for the launch which came off on Saturday at 4 o'clock, and was witnessed by about 1,000 people, notwithstanding there was a drizzling rain all the afternoon. But the flags floated merrily from the shipyard office, and everything went off as well as it could under the circumstances. The Arthur presents a very different appearance in the water with her new stearn on to what she did with the old canal schooner stearn she had last season.

The dry dock was flooded last Saturday, and the steambarge Jim Sheriffs was again floated to allow the propeller Oneida to go in to the dry dock at Wolf & Davidson's main yard, as she had smashed her rudder in the ice, and has also been leaking badly all the way across the lake. She was pumped out in the dry dock, and it was found that her sides were cut very bad with the ice.

The Independent Tug Company are getting their tugs in shape for the opposition trade this season by having the boilers of the tug S. S. Coe and F. C. Moxon thoroughly overhauled and put in first-class shape. The Milwaukee Tug Company are also having the tug Hollon's boiler put in order.

The new fish tug, which is getting her new house put on her at Wolf & Davidson's main yard, will be ready to launch by next week.

Your correspondent was in the Milwaukee Tug Company's office one day last week, and seen Captain Fred Starke diligently at work practicing on the swynet, a very musical instrument when in the hands of the captain, and I am not surprised to know that he amused the Whale Club after hearing him operate last week.

Capt. Tinnie has arrived from Detroit to look after the barge Ballentine's spring repairs. N. Y.

### OSWEGO.

The Times and Express says the Oswego Longshoremen's union held a meeting yes-

(Continued on 5th page.)

# Vesselmen

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## MARITIME LAW.

SNYDER V. A FLOATING DRYDOCK, ETC.

*District Court, D. New Jersey. December 19, 1884.*

In Admiralty. Libel *in rem.*

J. A. Hyland, for libelant.

Anson B. Stewart, for respondent.

Nixon, J. This suit is *in rem*, and is in the nature of a possessory action to recover the possession and delivery to the libelant of a floating drydock and floating pump, alleged in the libel to be her property. Her right of ownership is not denied in the answer, but respondent, Thomas W. Babb, claims that he has a lien upon the structure for wharfage, and has the right to retain the possession until his demand is paid. The answer also raises the question of jurisdiction, and denies the right of the libelant to maintain such a suit in the admiralty. It must be conceded that the thing libeled is not a vessel constructed or used for the business of navigation or commerce. It is called a drydock, and is a structure capable of being elevated or depressed in the water by pumping out or pumping in water, and is used by being sunk under vessels, and then pumped out whereby the inclosed vessel is raised to a position where it can be inspected and repaired, thus saving the necessity of running the vessel on land by a marine railway, as is usually done for such purposes.

The proctor for the libelant mainly relied upon the case of the steam tug M. R. Brazis, 10 Ben. 437, in support of the jurisdiction. It was there held that the test of jurisdiction in respect to torts is whether the place of the alleged injury is upon the water. Numerous cases affirm that proposition, but it is not applicable to the present case. If this were an action *in rem* against the drydock, alleging damage from a maritime tort, as, for instance from a collision, the suit would be maintainable, for the reason that the tort was upon the water and the drydock was the offender, but a petitory suit, *i. e.*, one involving mere title to property, and a possessory suit,—one which seeks to restore to the owner the possession of which he has been unjustly deprived,—are quite different matters. For a long time the admiralty courts declined jurisdiction over the former, and in England, since the Restoration, it was never exercised until the statute of 3 & 4 Vict. c. 65, § 4, restored to the admiralty the jurisdiction which it had lost through the jealousy of the common law courts. Judge Story, in the well considered case of the Tilton, 5 Mason, 465, refused to follow the English courts in what Lord Stowell called their habitual "abstemiousness" from exercising their undoubted powers, and in this he was afterwards sustained by the supreme court in Ward v. Peck, 18 How. 267. But a careful examination of these cases will show that actions of this sort are not appropriate where questions are in controversy which respect only the ownership or possession of vessels engaged in commerce or navigation. I am not aware of any respectable authority which holds that they will lie against hulks or structures that are not thus engaged. The cases of Tome v. four cribs of lumber, Taney, C. C. 533, and the Hendrick Hudson, 3 Ben. 419, sustained this view. In the former Chief Justice Taney says:

The result of this opinion is that rafts anchored in the stream, although it be a public navigable river, are not the subject matter for admiralty jurisdiction in cases where the right of property or possession is alone concerned. They are not vehicles intended for the navigation of the sea, nor are they recognized as instruments of commerce or navigation by any act of congress.

The latter was a libel *in rem* against a floating steam boat which had been dismantled and stripped of her boiler, engine, and paddle wheels, and fitted up as a saloon and hotel. It was capable of being towed from place to place on the river. While being thus towed she sank, and the libelants were applied to for the use of their propeller for pumping out the hulk to give it more floating power. The service was rendered, and the libel was filed to recover as for a salvage service. It was set up in defense that the boat was without motive power, was not used in commerce, and that the court had no jurisdiction to proceed *in rem* against her. The learned Judge Blatchford, waiving the question whether the structure would or would not be liable *in rem* in the admiralty for a tort or injury committed by it on navigable waters, held that the libel must be dismissed for the reason that the hulk was not in any proper sense engaged in commerce. "A floating house of religious worship," he says "or a floating swimming bath, or a floating residence, could be towed, and, in such a sense, navigated;" but such a structure would not be engaged in navigation in such a sense as to be liable *in rem* in the admiralty for a service like the present one. The fact that the structure has the shape of a vessel, or had been once used as a vessel, or could, by proper appliances, be again used as such, cannot affect the question. The test is the actual *status* of the structure as being fairly engaged in commerce or navigation.

The libel must be dismissed for want of jurisdiction, and hence no order respecting costs can be made.

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THE ROSLYN, ETC.

*District Court, S. D New York. December 22, 1884.*

In admiralty.

E. D. McCarthy, for libelant.

Alexander & Green, for claimants.

Brown, J. On the sixteenth of March, 1883, as the ferry boat Roslyn, from Hoboken to Forty-second street, was near to her slip, she collided along her port side with the stern of the steam tug E. A. Packer. The latter, a short time previous, had backed out of the slip at Forty-sixth street, and when a few hundred feet beyond the pier, had broken her rudder chain; whereupon, her engines were stopped, and she drifted slowly down stream with the slack ebb tide. Some 15 or 20 minutes were occupied in repairing her rudder chain, during which time the tug was in the main, unmanageable. The repairs had not been quite completed when the ferry-boat came along, and collided with her, as above stated. The ferry boat, shortly after leaving her dock on the opposite side of the river, had observed the tug near the line of her course, and at different times gave whistles and signals, none of which were answered by the tug; nor were any signals given by the tug, nor any attention paid to the coming of the ferry boat. The collision was between Forty-second and Forty-third streets, a short distance only beyond the end of the piers. As the Roslyn approached the tug, her engine was first slowed. When very near, she stopped and backed, but not in season to avoid the collision. There is no sufficient excuse for the ferry boat in not having checked her speed in time, for she could have come to a full stop in going some 200 or 300 feet. Her pilot saw long before that the tug was drifting; and the fact that none of his signals were answered ought to have led him to the inference that something was the matter with the tug. There was plenty of room for him to have kept out of the way, and there was no obstruction. No steamer, whether ferry boat or otherwise, has any right to imperil the property or the lives of others by running upon other water craft unnecessarily, whether the latter are in fault or not. The Warren, 18 Fed. Red. 559. They must avoid collisions, at all events, so far as they have means in their power to avoid them, either by a change of their own course or by stopping in time; and there was no difficulty in the ferry boat's doing either in this case. She must therefore, be held in fault.

I cannot, however, acquit the tug. She was in the usual track of the ferry boat, and near the slip. The testimony is to the effect that it was not unusual for boats to be in the way of ferry boats, and upon signals given to move out of the track of the ferry boat to permit entrance to the slip. Some of the whistles given by the ferry boat were heard upon the tug. The tug was not completely at rest. Though drifting, she had had some motion of her own from the previous backing, though this was probably mostly lost at the time of the collision. But she was not moored or at anchor. The inspector's rules required some answer to the signals given her. The proper signals in reply were signals of danger, to indicate her disabled and comparatively helpless condition. Had these been given, it would have served as a direct warning to the ferry boat, and I doubt not would have led to the avoidance of the collision. Where the situation is one which involves some doubt, such as arises from tugs that are in the track of ferry boats, but may reasonably be supposed to be designing to move out of the way on signals, it must be held a neglect of reasonable precaution, as well as a violation of the rule, not to answer signals received, and not to give any warning of difficulty by means of danger signals. The Packer, moreover, was not wholly helpless or disabled, but only very slightly so. At the last moment a forward turn or two was given to her engines. Had this been done earlier, which might have been done on very brief notice, the collision would have been avoided. For these reasons the Packer must also be held chargeable with fault, and her recovery limited to one-half the damaged. The James M. Thompson, 12. Fed Rep. 189.

## GENERAL NEWS.

A company is being organized to operate a new steamship line between Montreal and Havre.

The position of senior inspector general of the army, made vacant recently by the death of General Delos B. Sacket, will fall to Colonel Nelson H. Davis, now on duty in Chicago.

The United Lumber Company is to be reorganized as the United Lumber Company, limited, with headquarters at Buffalo. It expects to handle about 100,000,000 feet of its own lumber.

All the various salt works at Warsaw are turning out an immense amount of salt, which finds a profitable and ready market. The monthly pay rolls of the several companies exceed $10,000. At least three new blocks are to be built in the spring.

J. B. Oliver & Co., of Milwaukee, bought 50,000 bushels of cash wheat for immediate shipment Saturday. It will go east by rail and be exported without delay. In all, 210,000 bushels have been taken for export since Saturday morning, in this market.

The government has ordered the naval and military pensioners at Portsmouth dockyard to be in readiness for medical inspection. This is the first time such an inspection has been ordered since the Crimean war. There is a report to the effect that the channel fleet has been ordered to proceed to the Mediterranean.

The Toronto yacht club has organized a stock company, $5,000 in 500 shares of $10 each. Thomas McGraw, John Cosgrove, W. Dickson, G. E. Evans and H. Parsons are the board of directors. A building is in course of erection, opposite the union station, at a cost of $5,000 to be completed May 1st.

At a recent meeting of the board of supervising steamboat inspectors at Washington, Mr. Van Valkenburg of this district introduced a model and drawings of Captain Dobbin's life boat for steamboat use. The board formally approved the use of this boat for the purpose intended. Though the inspectors could not request or order the adoption of the lifeboat by steamboat men, this recommendation is a strong point in its favor, and will bring it to the notice of interested parties.

A freight representative of one of the roads leading east from Chicago, under date of March 12th, makes the following remarkable statement: "Flour forms the great bulk of the stuff that is awaiting shipment. Some 10,000 sacks were seeking a carrier yesterday, and at last accounts no one had offered the freight room to be furnished within a 'reasonable' time. This movement of flour is largely for export, and explains the reason why there is so small a foreign demand for our wheat. But it lessons the supply of wheat all the same, and its magnitude may well raise the question if there is not some mistake in the idea that the markets of this region will have to be deluged by farmers' deliveries between this and next harvest.

There seems to be no doubt but Ashland, Wis., will soon become a place of importance. It has become the terminus of four important railroads, viz.: The Northern Pacific; Chicago, St. Paul, Minneapolis & Omaha; Wisconsin Central; and Milwaukee, Lake Shore and Western. These four railway companies have lately had a joint meeting, and have agreed upon a site for a grand union depot, which will be built during the coming season. Ashland, if we remember correctly, is only about 85 miles from here. There would soon be an opening for a line of steamers between that point and Port Arthur. A passenger steamer could make the trip easily in a day, and close connections could be made with trains at each point.—*Port Arthur Sentinel.*

A bill has been introduced in the commons to authorize the Richelieu and Ontario Navigation Company to issue debentures to the amount of $200,000 for the purchase of $389,000 of the stock of the company at the lowest market quotations, the debentures to bear 6 per cent interest, and to be a first mortgage on all the property of the company. The preamble of the bill explains that the balance sheet of the company shows a deficiency in assets of $373,650, from the capital stock of 1,589,000.

The minister of public works in his annual report says at the session of 1883 a sum of $12,500 was voted to continue the work of removing the top of Point Frederic shoal, which, added to $6,191.51, carried forward from '82-3, made a total of $18,691.51 available. During the fiscal year the work of removing the top of the shoal, so as to give fifteen feet depth at low water, was carried on, and was continued up to the close of navigation. Expenditure, $8,169.13 Total expenditure at this place since Confederation. $29,292.02.

The Court of Revision which met last Thursday made the following changes in vessel assessments, as reported by the Kingston News: G. S. Oldrieve, schooner Acacia 40 per cent. remitted. W. B. & S. Anglin, the City of Kingston, 40 per cent. off. W. Nicol, steamers Maud and Pierrepont, assessment confirmed. Assesment on steamer Watertown struck off, the boat being sold. Folger Bros., Annie Foster and Oliver Mowat, 40 per cent. off. C. F. Gildersleeve, Hastings to be placed in the same position as the Gipsy; Hero, assesment confirmed; income reduced $400. F. F. Taylor, Annie Falconer, 40 per cent off. W. Danday and Jos. Swift, the B. W. Folger, 40 per cent. off. R. Davis, the Freemason and Craftsman, 40 per cent. off. Breck & Booth, the Jessie H. Breck, 40 per cent. off. John Donnelly, the Grantham, 40 per cent. off. Samuel Fraser, the India and consorts, 40 per cent. off. Captain Patterson, Africa, 40 per cent. off. J. G. Hanley, Robt. Anglin, 40 per cent. off. Stephen Tyo, the Vision, assessment struck off, she having been lost. Jno. Cornelius, the Gazelle, struck off; she is a wreck.

## COMMODORE DECATUR'S BET.

The following anecdote of Commodore Decatur was told at a recent meeting of the Sons of Veterans of 1812, held in New York. Decatur, commanding the frigate United States, while stationed at Gibraltar, before the outbreak of the war of 1812, became acquainted with Captain Carden, of the British frigate Macedonian. The air was full of the coming strife, and the two officers often discussed the situation. "I'll bet you a silk hat," said Carden, one day, "that if we ever come into action together I'll take your ship." Decatur took the bet. They did meet not long after war was declared, and after a hard fight the Macedonian struck her colors. Carden, much humiliated presented his sword to the victor, in the presence of most of the officers of both vessels. Decatur, drawing himself up to his full height, said in a tone loud enough for all to hear: "Captain Carden, I do not want your sword—but I'll take that hat."

## THUNDER CAPE LIGHTHOUSE.

Mr. S. B. Richmond, keeper of the lighthouse on Thunder Cape, at the entrance to Thunder Bay, informed us that some very important changes had been made in the lighthouse at that point. Entirely new gearing has been placed in, and the volume of light increased to double its previous force. There has been a change made in the lights, which mariners would do well to make a note of. Instead of two flashes, as formerly, there are now four, and the reflection may be seen twice the distance of former years, and may be distinguished twenty-five miles away. It will flash every half minute. A new steam whistle has also been put in, for which mariners will be thankful. The Battle Island light will be changed to flash every minute instead of every half minute, as formerly.—*Port Arthur Sentinel.*

## PROPELLERS.

We say a propeller drives a ship because it is a screw, and has, so to speak, a hold upon the water. The latter is a yielding solid, an elastic nut, which, while conforming to the helix of the screw blades, also opposes them, and thus forces the ship ahead. We are particular about these curves, the direction and length of them, and we reason very deeply and abstractly as to the eddies and cross currents from the ship and their effect upon blade action. It remains to be seen of what avail all this study is, for the direct application of it does not produce any given result. That is to say, more positively, the screw propeller has not yet been laid down which can be generally adopted on ships of specified tonnage, draft of water, and similar engine power. This is so well known that we need not discuss it.

We will go further. The proficiency of a propeller is in no wise dependent upon the helical arrangement of its blades. Experiments have proven the truth of this statement. Bastard propellers have been devised in which no portion of the blade had any curvature, they were simply flat plates, disposed like fans around a shaft, and the results shown by them were even more satisfactory than the usual helix or scroll wheel.

We know nothing more of this matter than that it was stated as a fact in a discussion at a meeting of naval architects in England, some three years since. A Russian officer made such a wheel as we have described, and despite prognostications of utter failure, it showed better results than the wheel it displaced. It showed equally good results on a Whitehead torpedo. An establishment in Brooklyn, L. I., makes a propeller wheel the blades of which have openings in them. The results attained are such that those who have them are satisfied.

Curiously enough, in the reference to the paper which contained the record of the Russian screw mentioned above, we find a Mr. Charles Hall, member Inst. Nav. Architects, saying these words:

"There is, perhaps, no subject connected with naval architecture and marine engineering which embraces the qualities of apparent simplicity and real difficulty in a more marked degree than the study of the screw propeller. It is not surprising that to the tyro this has been a fascinating subject for invention * * * * Persons of all ages and classes have striven after some particular alteration of shape or curvature of surface which they imagined would solve the question once for all * * Even among those whose business it is to design screw propellers there is still much the same tendency, and there are very few of the best informed who will venture to say that any clear or satisfactory comprehension of the subject has been arrived at."

Our previous remarks sound like an echo of this, and it is a view of the matter, we venture to say, shared by a great many who would not venture to say so openly.

Summing up, we may say that laying down a screw propeller for a certain vessel of given dimensions is in the nature of an experiment, in which data for guidance are difficult to find. Predicating the performance of a wheel in a new vessel upon the log of the same wheel, in another vessel is like betting upon a race horse, he may or may not win, according to circumstances.—*Mechanical Engineer.*

## AN INSURANCE WAR.

From the present outlook it would seem that the season of 1885 will be one of dissension. Chicago vessel owners will be particularly blessed in this respect, and unless there is a radical change in affairs they will also be gainers financially. First came the rumor of a war on towing rates, and now comes the positive assurance that there will be no insurance pools, either for hulls or cargoes. Any person who knows anything about marine insurance knows what is the inevitable result of a failure to form pools. A few companies will fix minimum rates for hull and cargo insurance, and they will not write a dollar under these rates, while the rest make a rush to secure the cream of the business, regardless of rates or results. All they want is the business, and in order to get it, they must, as a matter of course, assume risks at smaller premiums than their competitors. When a hull pool was formed a year ago rates went up, much against the objection of the vessel owners, but this year it is thought that rates will go down from the time navigation opens. There has been considerable agitation in favor of cargo and hull pools already, but it has resulted only is showing that several insurance companies are disposed to fight any attempt at concerted action. Without unanimity it is impossible to form a hull pool. Just to what point the trouble will carry the companies is a matter of conjecture only but insurance agents are inclined to believe that it will not stop short of the lowest figures of 1883. It was claimed yesterday that a certain company was bidding for first-class vessels at a seasons rate of 3½ per cent, and that several contracts have already been made at that rate. As yet there has not been any active composition for business, because it will be fully a month before the season will fairly open. The insurance year, however, begins April 1, and then vessel owners begin to cast about for the best rates they can obtain, and not until that time will the cutting begin.

The war on cargo rates has begun, though as is evidenced by the fact that one company is writing all the business which is being done. A few days ago the insurance boards adopted a 60 cent rate to Buffalo, which was a reduction of 40 cents from the rate demanded earlier in the winter. It might be stated that this represents what will be the opening rate of all the insurance companies. It is claimed now that even this rate has been shaved 10 cents, and that several cargoes have been taken at 50 cents.—*Inter Ocean.*

## THE SMALLEST BARK.

Old citizens of Toledo distinctly remember when there was an emigration of squirrels in this vicinity. One day a gentleman was on the bank of Ten-mile creek when there was one squirrel that exhibited such motherly care and affection for her two little ones as to prove a most interesting sight. She reached the bank of the creek, where a crossing was to be made. The little squirrels were quite timid about going near the water, but the mother coaxed them until they seemed to be satisfied to do as she wished. She ran along the shore and finding a piece of bark about a foot long and six inches wide dragged it to the water's edge and pushed it into the water so that only a small part of the bark was resting on the shore. She then induced her little ones to get on the bark, and they at once cuddled closely together, when the old squirrel pushed the bark and its load into the stream, and taking one end of the bark in her teeth, pushed it ahead of her until the opposite bank was reached, where the young squirrels quickly scampered up the banks of the creek, where the mother rested for a few moments, when the journey was resumed.—*Toledo Blade.*


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Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4. Fast Limited Express | *1 10 A M | *1 25 A M |
| No 8, N Y, B & A Express | *6 35 A M | *7 00 A M |
| No 26, Elyria Accommodation | †8 05 A M | |
| No 36, Buffalo Ac'm via Sandusky | †10 35 A M | †10 50 A M |
| No 35, Toledo Accom via Norwalk | †10 35 A M | †10 50 A M |
| No 12, N Y & B Fast Express | *1 55 P M | *2 25 P M |
| No 14, Special N Y & Bos Expres | | 5 00 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 42 P M | |
| No 26, Conneaut Accommodation | †4 25 P M | |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express | *11 55 A M | *12 05 A M |
| No 23, Mich Express via Sandusky | *2 15 A M | *2 35 A M |
| No 3, Chicago Express via " | §6 05 A M | 6 30 A M |
| No 25, Mich Accom Norwalk | | †6 10 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †8 20 P M |
| No 5, St Louis Ex via Sandusky | †12 05 P M | 12 50 P M |
| No 9, Chi Pac Ex via Norwalk | *6 10 P M | *6 40 P M |
| No 31, Elyria ac to Elyria only | | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | |

Sunday train for Nottingham—Depart 8:30 a. m, and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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Following is the time in effect Oct. 6, 1884, and until further notice:

| GOING EAST. | LV. | AR | GOING WEST. |
|---|---|---|---|
| | | | P. M. |
| ..... | A. M. 7 50 | Chicago | 7 50 ..... |
| ..... | 9 45 | Valparaiso | 5 42 ..... |
| ..... | P. M. 1 50 | Fort Wayne | 1 50 ..... |
| ..... | 2 05 | New Haven | 1 35 ..... |
| | | | A. M. |
| ..... | 3 56 | Leipsic | 11 30 ..... |
| ..... | 4 49 | Arcadia | 10 34 ..... |
| A. M. | | | P. M. |
| 6 50 | 5 00 | Fostoria | 10 22 8 50 |
| 7 35 | 5 45 | Green Springs | 9 44 8 05 |
| 8 15 | 6 20 | Bellevue | 9 10 7 35 |
| 10 49 | 9 02 | AR. Cleveland LV. | 6 45 5 01 |
| P. M. | | | |
| 12 05 | ..... | Painesville | ..... 3 44 |
| 12 58 | ..... | Ashtabula | ..... 2 51 |
| 1 42 | ..... | Conneaut | ..... 2 20 |
| 2 41 | ..... | Erie | ..... 1 23 |
| | | | A. M. |
| 4 19 | ..... | Dunkirk | ..... 11 24 |
| | | | A. M. |
| 5 55 | ..... | AR. Buffalo LV. | ..... 9 50 |

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Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

| | Depart |
|---|---|
| No. 3, Columbus, Cincinnati & Ind Ex | 9:00 A M |
| No. 23, Galion & Wheeling Express | 6:50 A M |
| No. 9, Col., Cin., Ind & St. Louis Ex | *6:50 P M |
| No. 5, Col. Cin., Ind. & St. Louis Express | *12 25 P M |
| No. 27, Galion & C.L & W. Acc | 3:30 P M |
| No. 29, Massillon & Ulrichsville Ex | 4.30 P M |
| | **Arrive.** |
| No. 8, Col, Cin, Ind. & St. Louis Exp | *6:40 A M |
| No. 20, Uhrichsville & Massillon Ex | 8:55 A M |
| No. 2, Col. Cin. & Indianapolis Express | 9:50 P M |
| No. 14, St. Louis, Ind.. Cin. & Col. Ex | *4:45 P M |
| No. 22, Galion Acc | 9:20 A M |
| No, 26, Wheeling Accom | 4:15 P M |
| No. 4, Col., Cin. & N. Y. Express | 1:55 A M |

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

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CLEVELAND, OHIO, THURSDAY, MARCH 19.


## *FENIAN WARFARE.*

It is said that a prominent Irishman who is heavily interested in lake matters, and who was, during the Fenian excitement, one of the leading men in that organization, has unfolded one of the plots of the revolutionary party, introducing it with the injunction to wait awhile and hear England howl. "Why," said he, "do you know one of the reasons why the dynamite question has been dropped by the leaders of the revolutionary side of the Irish party? I will tell you if you do not mention whom you got your information from."

"The Welland Canal, as you might know, is an important Work for Canadian merchants and business men, and the closing of it would entail great loss on them The Allen line of steamers draw all of their supplies from it, and a great quantity of grain, lumber and other freight is sent through that route. Well, the scheme is to blow up the guard-locks and other works along the canal, thus destroying its usefulness for at least two years, and turning it into a second Niagara. The accomplishment of this would entail a loss of millions of dollars, and who would stand the loss? Not the government, as is the case in the destroying of public buildings, but capitalists, who can not stand such a loss very quietly. You take my word for it, touch them in their pockets and you will soon hear from them.

"The plan of operations is for a man to go across on the ice (and who is now going to suspect him?) with twenty pounds of dynamite hidden away. He can go over there, quietly sink his explosives near the guard locks, and, with good luck, he can be a considerable distance away before the explosions occur. The man is already selected for the work, and will, if nothing prevents, soon accomplish his purpose. Another thing it is intended to do is to blow up the international cantilever and suspension bridges, thus closing up almost all communication with Canada.

"You can easily see what benefit it will be to Buffalo, and, in fact, to the whole lake trade during the summer. It will close up all the Canadian hulls on Lake Ontario, and place the carrying trade in the hands of vessels plying to Buffalo, thus giving two good marine seasons, as it would take at least two years to repair the Welland Canal."

From hints dropped by our informant it is believed the men selected for each of the pieces of work are now in Buffalo waiting for a favorable opportunity to carry out their designs.—*Buffalo Dispatch.*

If the above is reliable it is a true and suggestive conception of a campaign as conducted by the Fenian warrior. He can sneak up to his work of destruction without being suspected, and be miles away when the danger time approaches, when the battle opens. He would destroy public works in an instant that the combined intellect of his race, condensed for a century in one mind, could not encompass the intelligence necessary to rebuild. And he has the stupendous ignorance to think that it would benefit American cities and American commerce if this dastardly work were accomplished. He plans on the theory that to destroy government buildings in England does not have the necessary effect on the capitalist and the business man, that of sympathy for their cause through the purse, that to destroy the facilities through which they conduct their business would lead them to take active measures to assist the Fenian cause. This theory shows a very elastic condition of the Fenian mind, and we can not tell how soon the same policy might be adopted toward the United States, a campaign of the same conspicuous bravery to coerce this government into coming to their assistance with men and money to do the battle for them. These Fenian outrages and this dynamite destruction are indiscriminate, and involve the lives and happiness of innocent persons and the wanton destruction of property. They do not prompt the feeling for the Irish cause which is looked for by their authors, but, on the contrary, a feeling of indignation and disgust. In comparison with the French revolution these Fenian measures of warfare are atrocities. The leaders of the French revolution done their bloody work during times of danger, and sacrificed their lives in turn with the rest of the unfortunates, but these people, who, it is said, have planned the destruction of an important gateway of our system of lake navigation, are not entitled to even the sympathy that extends to the partisans of a principle or the victims of a grand passion. This mode of warfare might possibly have been extenuated when the abominable oppression of the penal laws were at its height in England a century ago, but there has recently been a correction, until there now remains no evil for which there is not a constitutional remedy. It is true, indeed, that the degradation and ignorance of a large part of Ireland are the logical result of English misconduct. George Mason truly said that Providence punishes national sins by national calamities. But this can not be pleaded in justification of the dynamite crimes. There is no people in the world that follow leadership more loyally than the Irish, and the Irish leaders, like Mr. Parnell and his associates, are neither ignorant nor degraded. Just so far as they yield to the brutality of their followers, they are guiltier than those followers, and the significant fact in the late crimes is not that they were committed, but that Mr. Parnell, speaking in Ireland at the very moment when the whole civilized world protested, said not a single world.

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THE supervising inspectors have made some important changes in the rules governing the construction and management of vessels. It has been stipulated that vertical tubular boilers, built after September 1, 1885, shall not be used on steamers unless the water line is at least two inches above the upper ends of the tubes and fire line. It has been the practice in some quarters to allow the tubes to stick up higher than the water, which subjected them to great heat. Captains may, with the consent of the supervising inspector, allow a limited number of people in the pilot house during the day. This has formerly been forbidden, but the above ruling has been made for the benefit of Mississippi river steamers more particularly, which can obtain some passengers in spite of parallel railroad lines if they can have the privilege of standing in the pilot house and enjoying the scenery. Color blind persons if they can sufficiently distinguish signal lights for all practical purposes may be licensed.

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THE English Government has placed a contract with Henry R. Worthington, of New York, for twenty steam pumps of from 150 to 200 horse power each, for forcing water through a system of pipe lines, (also ordered from this country), from Suakim to Berber, for the use of General Graham's army while crossing the desert. The Worthington steam pump for use on lake vessels is represented in a cut on the 7th page of the MARINE RECORD. The Cleveland branch of the business is under the management of Mr. E. H. Jones, at 225 River street. As can be surmised from the above European order, the steam pumps produced by this firm are superior to any other make, and lake wreckers and vessel owners will do well to make use of them.

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THE firiends of Captain Wm. R. Spence, uneasy over his long absence, would like to learn his whereabout. He left Amherstburg, Ont., a year ago, since which time nothing definite has been heard of him and Mr. John A. Auld, publisher of the Amherstburg Echo, says there is money coming to him. Captain Spence is said to have sailed a vessel on Lake Michigan the early part of last season, and if this meets the eyes of any one who knows him or knows of his present whereabout they will confer a favor on his friends by writing particulars to John A. Auld, Amherstburg, Ont.

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IN the Illinois Senate Mr. Torrence introduced a bill to prevent railroads from pooling, under a penalty of $500 fine for each day's offense.

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## THE GOLD HUNTER.

CHICAGO, March 16.

*Editor of the Marine Record:*

In looking over a copy of your very interesting paper, published last July, or perhaps June, I find it stated under the head of "Vessels Seaward Bound in 1861," that mention is made of the schooner Gold Hunter, and that Captain Durand was her master. I take the liberty of correcting the mistake. Captain Durand was not on the Gold Hunter in that year. Curtiss was then her captain, and a better captain and pilot, or a more thorough sailor never trod the deck of a fresh-water craft. He sailed many vessels in his time, and fitted out and sailed some of the smartest. Among the latter was the Henry Lansing, which was considered the "wildest" of her day. And further, he, in about thirty years' sailing as master, never lost one of his vessels.

Durand was mate of the Gold Hunter on her first voyage to Europe. She then went to Glasgow, Scotland. It appears strange that you ignore your townsman, Captain J. W. Pomeroy, who was her captain then. Durand was mate and navigator, and in Glasgow was called "kauptin" by the natives, because Pomeroy left him in charge while he went sight-seeing. There was no need of Durand's going to see the sights, as that was his old "stamping ground," where he had "oft ogled the goddess who presided over the copper measures and pewter mugs and delightedly listened to snighering pibrochts and jiggety reels."

The writer was on the Gold Hunter in 1861, and the statement that she loaded in Racine is wrong. She loaded in Chicago, and took on a deckload of deals, which she lost before reaching the Manitous, as she encountered very severe weather on Lake Michigan; but the rest of the passage to Port Colborne was fine. There she discharged 3.000 bushels, which she took on again at Montreal. She stopped one day at Quebec, took the northerly route, up the coast of Labrador and the Straits of Belle Isle, and made the run from Belle Isle to the Mersey in fourteen days and ten hours. In Liverpool she was delayed several days, on account of the second mate trying to smuggle two plugs of tobacco, about half a pound, and for which he was fined £3 10s. Returning, she took ballast of salt. She had a rough passage out to the westward, beating all the way across the western ocean in thirty-four days, arriving in Montreal about four hours later than the Pride of Canada, which had left Liverpool eight days ahead of her. She arrived back in Chicago in four months and seven days. The same fall she took a load of wheat to Oswego, where she wintered. I believe Durand got the Gold Hunter to sail next season, and Curtis went in the Maple Leaf. J. T. F.

[We beg leave to refer our correspondent to the MARINE RECORD of May 22, 1884, page 6, wherein is an account of the schooner Gold Hunter, Captain J. W. Pomeroy, master, taking a cargo of staves from Detroit to Cork in 1859. We therefore deny that we have been guilty of ignoring our fellow townsman and namesake, Captain Pomeroy, and further, that, as regards our record of the sailing of the Gold Hunter across the ocean in 1861, the MARINE RECORD of May 29th, page 6, says that she loaded wheat at Milwaukee, for Liverpool, not at Racine, as charged by our correspondent. As the records give Captain Durand the credit of being master of the Gold Hunter on this 1861 voyage, and Mr. F. claims it for Captain Curtis, we will be pleased if some one can produce evidence to make it square. It is possible that the Gold Hunter made a voyage in 1860 from Chicago to Glasgow, under command of Captain Curtis, but we have failed to find a record of it. We find, however, that the schooner Gold Hunter, of 386 tons, built by Quayle & Martin, at Cleveland in 1856, supposed to be owned by Wm. Mather, of Chicago, classed A2 and valued at $10,400, was on the ocean when the inspectors for Lloyd's register were around in 1860. Also, that the bark Pride of Canada, Captain Wales, 385 tons, built by L. Shickluna, at St. Catherines in 1859, and owned by her builder, classed A1* and valued at $15,000, made a voyage from Toronto to Liverp ol with staves, in 1860, but there is no record of her going to see in 1861. But eight lake vessels went out that year, namely, the bark Ravenna, Captain D. N. Malott, wheat, Chicago to Liverpool; schooner Alexander, Captain A. Muir, staves to Liverpool; brig J. G. Deshler; Captain A. Maun, wheat, Milwaukee to Liverpool; schooner Gold Hunter, Captain Durand, wheat, Milwaukee to Liverpool; schooner Caroline A. Simpson, wheat, Genessee River to Liverpool; schooner Col. Cook, Captain Humphrey, wheat, Milwaukee to Liverpool; bark Niagara, Captain Muir, wheat, Detroit to Liverpool, and schooner Clarabel, Captain Barst, lumber Cleveland to Boston. Therefore, as Mr. F. has cited the incident that the Gold Hunter made better time on the homeward voyage than the Pride of Canada, we hold the opinion that the voyage of Captain Curtis and the Gold Hunter must have been in 1860.—ED.]

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## IRON SHIPBUILDING.

A noteworthy chapter in the report of the Secretary of the Interior, is that devoted to the iron shipbuilding industry of the lakes. It shows that, although of comparatively recent date, the industry has made considerable progress and gives employment to many hundred men. The report cites the peculiarities of the river channels and of the different harbors, showing that much money could be advantageously expended in improvements in order to insure the accommodation of the larger class of vessels now being constructed and considers that these peculiarities were important factors in urging the change from wood to iron ships for lake trafic, holding that as the lake model is rather long, it is necessary, in order to give it proper strength, to use extra strapping and fastening, and to put a quantity of timber in the keelsons not seen in any other class of vessels, which doubtless makes them heavier and rate higher than those built on the coast; and the fact that the draft is necessarily limited and that timber is fast disappearing from the lakes is also advanced to sustain the impression that iron will soon take the place of wood to a great extent in our shipyards. The report says that at an early day the iron fleet of the lakes will be largly augmented, not only by iron vessels of large dimensions but by tugs and small steamers for specific traffic. This view is rapidly materializing, as no less than five steamers are now under contract, two at the Detroit Drydock Co.'s yard and three at the Globe yard, all of which will be ready to enter the trade this season. The report shows that in 1870 an interest in iron propellers was awakened, the Anchor Line having contracted with the King Iron Works, Buffalo, for four large vessels which were completed in 1871, and in the two following years five others were built.

The report says the principal iron shipyard of the lakes is at Wyandotte, Mich., the Detroit Dry Dock Company, which put into their large yard the plant for making iron vessels, since which time quite a number of iron and steel boats have been built by that company, among which are the propeller E. B. Ward, the steel tug Sport, sidewheel steamer Queen of the Lakes, sidewheel steamer City of Detroit, composite, valued at $145,000; the sidewheel steamer Idlewild, valued at $40,000; the steamer City of Cleveland, valued at $155,000; sidewheel car ferry Transport, valued at $180,000, experience with a wooden transfer 280 feet long and costing $230,000 having led the railroad company to decide on iron boats in the future; propeller Boston, a representative laker, valued at $170,000; propeller Lehigh, worth $155,000; propellers Brunswick and Clarion, also valued at $155,000; City of Milwaukee, $150,000, and the propellers Michigan, Wisconsin, and Jewett, the race horse of the lakes, up to the close of the census year. The steamer under way in this yard now is for the Cleveland & Detroit Navigation Company, and will probably be the finest finished boat on the lakes.

The report also states that although Cleveland is the most noted wooden shipbuilding center on the lakes, attention has been turned to the advantages of building iron tonnage by the Globe Iron Works, and there, as well as at Detroit and Buffalo, valuable plant was put in, and work commenced on the Onoko, the floating elevator, after which the Globe built the iron tugs International and Record and the propeller William Chisholm. The iron propeller under way in this yard, to be launched in a short time, is very nearly a counterpart of the Chisholm.

## ST. LOUIS.

*Special Correspondence Marine Record:*

ST. LOUIS, MO., March 18.

The condition of navigation at this port is unchanged from what it was one week ago, the warmer weather continuing, likewise the hopes of the navigators, for western steamboat men are unlike any other class of navigators, as every cloud in the heavens clouds their hopes. The lower river boats still continue to go out loaded, in fact, the scarcity of tonnage cannot be better attested than by the fact that the great side wheel steamer Will D. Hays, from the lower river, has come to our wharf, and will take a day in the Anchor Line. The Hays is one of the largest side wheel river steamers afloat, and they say she is very fast. It is rumored that Capt. Dan Marratta, of the Upper Missouri, will be the appointment of the President for Governor of Dakota, which news gives general satisfaction, for the captain is quite a favorite with river-men in general. The engineer in charge of the fleet of the S. & B. L. Company is busy getting the boats ready for spring trade.

### M. E. B. A. NOTES.

No. 23, Louisville, announces the death of Alexander Elwell, one of the popular engineers of the Fall City, and a mutual aid member.

National Secretary Harris, St. Louis, has the Journal of Proceedings of the tenth session ready for distribution, and will mail a copy to any person upon receipt of 25 cents The Journal contains a complete directory of all the national officers and representatives from the founding of the order, and other matter of interest to the engineering profession. The address of the national secretary is 1408 Montgomery street, St. Louis, Mo. J. H. H.

## SIGNAL LAMPS AND RANGES.

Messrs. Felthousen & Russell, 139 and 141 Main street, Buffalo, are manufacturers of French wrought iron cooking ranges and boilers for steamboats, hotels and restaurants. Prior to the manufacture of these ranges by this firm, purchasers were compelled to procure them from New York. Felthousen & Russell commenced to make small ranges, designed specially for freight steamboats, hotels and restaurants in 1879, and finding that their efforts were very much appreciated and that their ranges were gaining favor with the public, they found it necessary, in 1883, to manufacture ranges of larger size, and they now keep in stock ranges varying in size from 3½ feet to 10 feet longer, and larger ones are made to order by them. A large number of their ranges and boilers are in use upon steamboats and in hotels and restaurants in and around Buffalo, and they have gained great praise for compactness, strength, durability and economy from stewards and cooks who have used them, as the many gratifying testimonials received by the firm will prove. The superiority of French wrought iron ranges over cast iron is a fact well established. The construction of their ranges are such that they can be adapted to any kitchen, and can be altered to conform to the arrangement of fires and ovens to suit the wishes of those using them. The arrangement for cleaning out the flues are simple and complete. The grate is a shaking and dumping grate, and does not require poking as in other ranges. After careful experiments and experience of over forty years the firm confidently believe their wrought iron ranges have no superior, and the material and workmanship are of the best quality. These ranges are manufactured for back brick flues, but the firm recommend as cheapest and best the portable range with iron back flues.

The following testimonials from stewards of the different steamboat lines give evidence to the truth of the above remarks:

OFFICE OF CHIEF STEWARD,
UNION STEAMBOAT CO.

Messrs. Felthousen & Russell:

Gentlemen—We have used your celebrated wrought iron ranges on our boats during the last two seasons, and find them strong, durable and economical; far superior to cast iron cook stoves. Our cooks are all pleased with them. They work to a charm, and I think your shaking grate and cleaning arrangement very simple and ahead of any other way. I cheerfully recommend them to those in want of a good cooking stove.

E. B. JEFFERS,
Chief Steward, U. S. Co.

OFFICE OF CHIEF STEWARD,
COMMERCIAL LINE STEAMERS.

Messrs. Felthousen & Russell:

Gentlemen—I have given your wrought iron ranges thorough trials on our boats. They are all you claim for them; are strong and durable; not liable to breakage as cast iron stoves; could not work better, and are easily regulated. Our cooks all speak strongly in their praise. Your grate and cleaning out arrangement are perfect. I can cheerfully recommend them to any one in want of a perfect range. Yours truly,

ALF. WELFARE,
Chief Steward Commercial Line,

OFFICE CHIEF STEWARD ANCHOR LINE.

Messrs. Felthousen & Russell:

Gents—We have used your wrought iron ranges on our boats for the last two seasons, and are very much pleased with them in every respect, and do think there is no better in the market, and do cheerfully recommend them for hotel or steamboat use. Yours truly,

F. HUGHES,
Chief Steward.

In addition they manufacture the best and most perfect steamer and vessel lamps of

all sizes and descriptions, and over 10,000 of their lamps are now in use on the seaboard and lakes. Their patent fluted lens signal lamps are the most perfect in the world. They have spent a vast amount of time and attention in getting them perfected. The light from these lamps can be seen farther than any other signal lamp in use, and the red and green colors in their side lights are the best and most uniform shades ever manufactured. Owing to the great attention which the matter of side lights are now attracting by both sailing masters and government officials, not only by this country but by all other maritime nations, this matter has come to be one of the most vital with which we have to contend, and too much attention cannot be paid to the proper shade and arrangement of the side lights of a vessel. Therefore we urge on all sailing masters to see that they have the regulation light, not only in quality but size. Purchasers of signal lamps should be very particular to obtain those lamps which have the best possible shade of color, as in many lamps sold the colors are either too dark or too light, and are not distinguishable at a proper distance.

[*Continued from 1st Page*]

terday afternoon to discuss the question of rates for handling lumber the coming season. It will be remembered that last year a scale of prices was agreed on and at the same time an agreement was also made that no change in rates should be made without a consultation with the lumbermen. The longshoremen at their last meeting fixed a scale without this consultation and at the meeting yesterday a committee was appointed to notify the lumbermen that a meeting would be held for consultation this morning at 10 o'clock. It is understood that the union will not insist upon the new scale but are willing to take the rates of last year.

### KINGSTON.

Captain Dominique Lavallee, of Hamilton is dead. Besides other vessels, he built the Undine.

Captain J. Vanalstine, of Picton, has arrived in the city to take charge of the steam barge Saxon.

Captain Geo. Brooks is suing the owner of the Huron for $250 wages for 1883, at Welland. The defense set up disobedience of orders, negligence and incompetence on the part of the master.

The pleasure steamers Island Wanderer, R. P. Flower, Jessie M. Pomonia, Lizzie, Island Chief, Zone, Minnie, Spry, Nina, Clarance, Fairy, Mammie C., Wanwinnett, Lucille, Summerland, Wood, Sport, W. B. Franklin and Victorine, now lying at Alexandria Bay will receive extensive repairs for the coming season.

Captain Patterson has been appointed vice-president of the Owen Sound Steamship Company.

### CHICAGO.

Before the marine season opens an effort will be made to adjust the differences which now exist between certain insurance companies, with a view to forming a cargo pool. If this fails the agents who want harmony will force rates down to a minimum and will keep them there, and thus compel the fighting companies to accept risks at any price. This has been done before, and it has always proved successful. It is settled now that several cargoes have been taken for 50 cents per $100 although the board of marine underwriters have fixed the rate at 60 cents. The company which has taken these cargoes has monopolized the business so far, and will probably continue to do so if it is not interfered with.

So far there has not been any active business done in hull insurance, but several vessel owners, who have considerable fine property, say they have been offered a very low rate on consideration that they place their insurance in the hands of certain agents. It is not anticipated now that the cutting of hull rates will be very severe, and it is even thought that most of the companies will unite and maintain a fair and equitable rate on all classes of vessels. The breach between the companies will, however, wipe out all discrimination between sail and steam vessels.

There will be no general movement toward getting vessels fitted out until after April 1.

The river is almost clear of ice, and slips alone are frozen over, and tugs have very little trouble now in moving about the tows.

The Inter-Ocean says most tug owners, and their employes too, are exceedingly solemn because the threatened war on the tariff seems to be quite inevitable. Captain James L. Higgie. President of the Vessel Owners' Towing Company, who was the first man in the "ring," says that there must be a fight and it is anticipated that he will soon begin the battle in real earnest. The smaller tug owners regard the situation with awe, because it means for them worse times than they experienced even last season. It means an indiscriminate cutting of towing rates and every kind of annoyance which necessarily follows a general effort to control business. As yet no cutting has been done, and it is not likely that any will be done until the season is fully opened. Vessel owners view the prospect with calm unconcern, and it is not at all probable that they will do anything which might have a tendency to put an end to the proposed warfare. They claim that such a war will place towing rates on a more equitable basis than they have ever been in the past, and that every time the tariff is slashed it means blood for their interests.

Vessel men claim that the chartering so far is light and that single trip contracts will be the rule. Vessel room was secured Saturday for 101,000 bush. The visible supply makes a total of 6,447,942 bushels, against 5,771,065 bush on the 28th ult, and 4,729.158 bush a year ago.

### BUFFALO.

Captain Dobbins, superintendent of the ninth life saving district, is making vigorous efforts to have the station at Charlotte, Lake Ontario, removed to the lake shore. It is now located on the Genesee river, about half a mile above the lake. The proposed site would be more convenient for effective work by the crew. It has been determined to give that station a paid crew the coming season, instead of relying on volunteers as heretofore.

The lake is again entirely frozen up as far as can be seen from Buffalo. During the late thaw two lines of open water made some headway from Niagara river into the lake, but the heavy freezing this week has entirely closed up the channel.

The Buffalo Express says all indications point to a very late opening of navigation. The ice was never heavier, to say nothing of weather below zero at the middle of March. In view of this coal carriers, and shippers as well, predict a fair figure and good business for coal when the season does open. The railroads have had to supply the west pretty generally for some time, thus insuring a very small stock in the marine yards. On the other hand grain carriers are not hopeful. There is much attention given just now to the threatened eastern war between England and Russia, which is sure to make grain in good demand if it comes, but nobody seems really to expect relief from that quarter. The grain outlook, therefore, is not promising.

Hingston & Wood, contractors, Buffalo, will remove a portion of Bird Island Pier in Niagara river for Collins, Jeynes & Co., the contractors for the outlet of the Buffalo trunk sewer. This will be a difficult task, as the dredge will have to lay in the river in order to tear out the strong crib work that forms the base of the pier. Were it not for the eddy it would be extremely difficult to hold the dredge in the river, as the work is situated in the swiftest current. T. W.

### SANDUSKY.

*Special to the Marine Record.*

The propeller now being built at Monk's shipyard in this city, for Messrs. L. B. Johnson, Dan Kunz and L. H. Furhorst, is nearly all in frame. The vessel is to be 160 feet on the keel, 22½ feet wide and 6½ feet deep. She will go into the lime trade when completed.

The steamer Red Jacket is now being thoroughly overhauled. She is to have new bow and her machinery improved.

The captain of the propeller Ohio denies the statement published a short time since that the vessel was to ply between Duluth and this port the coming season to carry freight and passengers for the B. & O. road. The propeller is now undergoing repairs and many improvements are being made on her.

The captains of craft wintering in this port are feeling very blue over the manner in which winter lingereth. They long to see the ice move out of the bay. P. M. R.

### CLAYTON.

The new boat now being built by H. S. Johnson is ready for the engine and boiler. New machinery throughout has been ordered.

The report that the steamer Lancet would run on the Cape-Alex. Bay route until the St. Lawrence was put on, is evidently an error, inasmuch as we have no knowledge of such a boat in this section. The Lancet gave place to Calumet last fall. We have been reliably informed that the Magic would go on the route above mentioned.

We understood that some of the citizens of Ogdensburg, formerly of this village, have ordered the Shipman kerosene engine for use on small pleasure yachts during the coming summer. J. S. Warner has already ordered four, one for himself and three for other parties. An engine of one horse power with screw wheel for boat and every thing complete costs $140 and can be run at an expense of about 25c per day.—*On the St. Lawrence.*

### TOLEDO.

The experience of the local tugmen last season in "going it alone" was not wholly successful, and they have again banded themselves into an association with Captain M. T. Huntly and Messrs. A. W. Colton and Sullivan as the officers.

The New York Produce Exchange has submitted to the Toledo Produce Exchange a plan for locating the responsibility of losses while in transit, and establishing a uniform rate for freight insurance. This has long been a "vexed question," and it is hoped to arrive at an amicable adjustment. Messrs. George Milmine, Charles A. King, and H. S. Young were appointed a committee to examine into the plan submitted and report to the board at some future time.

SCIENCE, published weekly at Cambridge, Mass., by the Science Publishing Co., is one of the most valuable magazines that comes to our table. It has contained a series of charts during the past few months which for accuracy can not be surpassed. The chart in the current number shows the track of the S. S. Neptune in the Hudson Bay expedition, published in the intrest of the Department of Marine of Canada.

*NOTICE.*

*Send your bills against the Tug DAVE AND MOSE to George L. Colwell, Harrisville, Mich. If they are not paid by him send them to A. H. Mills, Detroit, Mich.*

## HISTORY OF LAKE NAVIGATION.

*Written for the Marine Record:*

BY J. W. HALL.

### CHAPTER VIII.

At length the wished for wind from the northeast arose, and the party, to the number of thirty-two souls, including the two Recollects who had recently joined them from Fort Frontenac, embarked, and, contrary to the predictions of the pilot, succeeded in ascending the rapids into the lake, as heretofore described. It was a moment of rejoicing and profound gratitude, religiously acknowledged by the happy voyagers, as the vessel floated on the bosom of what Hennepin styles "the beautiful Lake Erie."

She now spread her sails to the auspicious breeze and commenced her adventurous voyage. The vast inland seas over which she was about to navigate had never been explored, save by the canoe of the Indian, timidly coasting along their shores. Without chart, to warn of hidden dangers, she boldly ploughed her way, the humble pioneer of the vast fleets of our modern lake commerce. A moonless night succeeded. They had been told that Lake Erie was full of shoals fatal to navigation, so they cautiously felt their way, sounding as they went. A thick fog now settled on the lake. Suddenly the sound of breakers was borne to the ears of the watchful crew on the dark and murky night. All but LaSalle were sure that it was the noise of the waves occasioned by a change of wind. But LaSalle had seen the rude chart of Gallenie, made ten years before, containing a rough outline of the northern shore, showing Long Point advancing southeastward across the pathway of the Griffon. Suspecting they were approaching this danger, he ordered the pilot to change the course to east northeast. They proceeded in that direction, under a light breeze, for two or three hours, hearing the same noise and sounding constantly without finding bottom. An hour later the depth suddenly diminished to three fathoms. All hands were aroused and the course changed. At length the fog lifted and Long Point lay directly before them. LaSalle's conjectures proved correct. His caution and vigilance had saved his bark from probable wreck. On the next day they doubled the dangerous headland, which they named St. Francis, now known as Long Point. At sunset they had already sailed forty-five leagues from the outlet of the lake. After another anxious night they reached the widest part of the lake, from the shores of which, on either hand, stretched interminable forests unbroken by the faintest sign of civilization. Westward the course of empire was now taking its way, under the flag of France, gallantly borne by the adventurous explorers, of whom the projector and builder of the Griffon was the chief. France was thus laying the foundations of her dominion over Canada, the northwest and Louisiana, soon to be wrested from her by the more powerful grasp of England, the latter, in her turn, being compelled to yield the fairest portion of her conquest to her rebellious colonies.

On the ninth, the winds being favorable and the lake smooth, *Pointe au Pins* and *Pointe Pellee* were doubled on the right, and on the tenth early in the morning, passing between *Pointe Pellee* and the Bass Islands, they reached the mouth of the Detroit river.

Here they found Tonty and his men waiting for the ship. They had encamped on a narrow beach at the mouth of the strait, with the river in front and a marsh in the rear. A fresh northeast wind had, during the night, so suddenly raised the water at that end of the lake that it surprised and threatened to overwhelm them in their slumbers. At break of day the Griffon appeared, a welcome sight. They signaled her with three columns of smoke. She came to anchor at the summons and received them on board.

On the eleventh she entered the river and sailed up between Grosse Isle and Bois Blanc Island. Hennepin was even more impressed with the beautiful scenery of this river than by that of the Niagara. Following the official account, he describes the strait as thirty leagues long, bordered by low and level banks and navigable throughout its entire length; that on either hand were vast prairies, extending back to hills covered with vines, fruit trees, thickets and tall forests, so distributed as to seem rather the work of art than of nature. All kinds of game abounded, including many species new to the travelers. The awnings which covered the deck of the Griffon were garnished with carcasses of deer killed by the crew. Abundance of all kinds of timber, suitable for building purposes, was growing on shore; also fruit-bearing trees, including the walnut, the chestnut, plum and apple, together with wild vines loaded with grapes, from which they made a little wine. "The inhabitants," says Hennepin, "who will have the good fortune some day to settle on this pleasant and fertile strait, will bless the memory of those who pioneered the way and crossed Lake Erie by more than a hundred leagues of an untried navigation."

Hennepin had failed to induce LaSalle to found a colony on the banks of the Niagara. He now set forth the superior merits of the Detroit river for such an establishment, pressing its commercial advantages, while his real object, as avowed in his narrative, was to advance the interests of religion under cover of secular considerations. But he made no impression on the fixed purposes of LaSalle, who resolutely pursued his way in the Griffon, intent on the accomplishment of the great enterprise he had inaugurated.

On the tenth of August, the festival of Sainte Claire, they entered and crossed the lake which they named after that martyred saint. In attempting to pass from the lake into the river above they encountered the same obstacles which, after a lapse of two centuries, confront the mariners of the present day. It is a reproach to the enterprise of two powerful commercial nations, that they should suffer such a barrier to exist for a single season in the great highway between the east and the west. In describing it Hennepin says: "We found the mouth of the St. Clair river divided into many narrow channels full of sand bars and shoals. After carefully sounding them all, we discovered a very flue one two or three fathoms deep and almost a league wide throughout its entire length." Contrary winds delayed their progress through the St. Clair river for several days. At length they were enabled to approach Lake Huron, but the violent current, increased by a northerly gale, prevented their advancing. The wind shifting to the south, they succeeded, with the aid of a dozen men towing on shore, as at the outlet of Lake Erie, in surmounting the rapids, which were pronounced by Hennepin, almost as strong as those of Niagara. They entered the lake on the twenty-third of August, the Franciscans chanting the *Te Deum* for the third time, and thanking the Almighty for their safe navigation thus far and for the sight of the great bay of Lake Huron, on the eastern shores of which their brethren had established the earliest missions in North America, sixty-four years before. As soon as they entered the lake a fresh wind drove them rapidly along its eastern shore until evening, when it changed violently to the southwest. The Griffon then tacked to the northwest, and running on that course all night, crossed the great bay of "Sakinaw," (Saginaw) thirty miles in width, and which penetrates twice that distance into the heart of the Michigan peninsula. When morning came they were running in sight of land on a northwesterly course, parallel with the western coast. This continued until evening, when they were becalmed in two fathoms of water, among the Thunder Bay Islands. They sought, under easy sail, for an anchorage, during a part of the next night, but finding none satisfactory, and the wind increasing from the west, they steered north to gain an offing, sounding their way and waiting for the day. LaSalle, having discovered evidence of negligence on the part of the pilot, took personal supervision of the lead during the remainder of the voyage.

[*Continued next week.*]

## HISTORIC GUNS.

FRANKFORT, MICH., March 2.

*Editor of the Marine Record:*

A few years ago I saw near the City Hall, Detroit, two or more old ship cannon with the British crest and some inscriptions. Can you or some of the MARINE RECORD's readers give the history of these old guns? If I recollect rightly I was told that they were used on Lake Erie in the war of 1812.

Respectfully,

CHARLES BURMEISTER.

There were 700 steamboats in the United States in 1838.

## SPOUTING OF THE WHALES.

Among the clubs of Milwaukee which have escaped public notice is one composed mostly of prominent master mariners. The members are known and salute each other as "whales." The "whales" held their annual meeting for the election of officers at the residence of Captain Henry Spinks, No. 624 Washington street. The following officers were elected for the ensuing year and duly installed by Past "Whale" Captain Henry Thompson: Captain Wm. Jamieson, whale; Captain Albert Gibbs, whaler; Captain Dan Maybee, whaleret; Captain James McGinn, treasurer; Captain George Clague, recording secretary. After the installation ceremonies the company was entertained by different members of the club with a selection of recitations, vocal music, etc.

The "Whale" club next met in regular conclave at the Milwaukee Tug Boat line office. All the officers were present, Captain William Jamieson presiding as "whale." The minutes of the last meeting were read and approved. Captain James McGinn, the treasurer of the club, made a report, showing a satisfactory condition of the finances of the club. Some of the members desired a dividend from the fund, but this was voted down. A number of applications were received for membership and referred to appropriate committees. Among them were the names of Captains Oscar Greenhalgh, F. C. Maxon, M. O. Parker and John Evenson. After dispensing charity to those in need, and transacting other routine business, including the passage of resolutions of regret that the genial member, Captain Charles Moody, was soon to leave the city, to take command of the tug Morford, of Chicago, the club passed the evening with the usual programme of songs, recitations and essays, including the following selections:

"Welcome to the Stranger," song, by Captain Conrad Starke.

"Taking a (K)napp," recitation, by Captain Henry Liesk.

"Life in the City of Tolodo," recitation by Captain P. Kelly.

A "Garrett Experience," by Captain George Clague.

"The 'Trumpet' Blast," by Captain Lou Vance.

Following this came an interesting debate on the relative speed of vessels, between Captain Sas Calbick, the well-known "pathfinder," and Captain Daniel P. Craine, of Chicago.

After the debate Captain Fred Starke rendered a solo on the swinette, when the club adjourned for two weeks.

## CATCHING A MAN-OF-WAR BIRD.

An old sailor, whose appearance indicated that he had been much buffetted by wind and wave, stood yesterday resting his back against a mooring post near a bulkhead in South street, and despite the raw atmosphere, meditatively smoking. The glowing bowl of his pipe rested on the top of a barrel some distance away, and the stem was fully four feet long. It was very thin and seemed to be bone. Its hue was a bright, glossy black, though what its original color had been the sailor had to say. It curved with a long, graceful, uniform sweep from the mariner's lips to the bowl.

"Its the wing bone of a man-o'-war bird," said the owner, when asked about it. "Land folks, I believe, call them albatrosses; we sailors like the old name of man-o'-war bird better. I caught the one that I got this stem from about 500 miles south of the Cape of Good Hope. I hooked him with a piece of raw fat pork tied to the end of a rope lanyard. It was blowing half a gale of wind, and the man-o'-war birds were out enjoying it as usual.

"They just touch the top of a wave with their feet, and then give a sharp, quick cry and go driving on a hundred yards or so before they take another plunge. I got a big lump of fat pork at the galley, and let it tow overboard with the lanyard about fifty yards astern of the ship. One of the birds soon saw it, and had swallowed it in a minute, and we began to haul him in. My stars, but he gave us a job. It took five of us to get him on deck, and then of all the unwieldy birds you ever saw he was the worst. A goose would have been graceful to him, and he did not seem a bit like the beautiful white birds of his kind that are sweeping about the ship, now ahead and now astern, sailing against the wind or with it at just about the same rate of speed and seeming to be part of the gale.

"My prisoner squatted down on deck and began to cry. There was no doubt about it. He sobbed and whimpered like a hurt child, and the tears ran down his long hooked beak and dropped off the knob at the end. After a time he became seasick. But his illness did not end there. He got more and more sick every minute as the vessel rolled and pitched in the heavy sea that was running. It was genuine seasickness. This seems curious with a bird that lives altogether on the water, but a man-o'-war bird always gets sick when taken on the deck of a rolling ship. I would have saved him if I could, but if I had thrown him ovboard he would have been swamped by the big seas before he could have used his long wings. Neither could he rise from the deck, and in about two hours he laid his head down on the planks and died.

"I divided the long wing bones with the crew, and they all made pipe stems of them. They are hollow, flesh-colored and very light, and that is the reason the man-o'-war bird can fly so long. It is forever on the wing, and only goes ashore on some uninhabited island in breeding time. Sailors think they sleep flying, that is, some of them think so, but I believe they sleep floating on the water when it is calm enough—which is not often about the Cape of Good Hope—or never sleep at all. They are the biggest birds that live. The one I caught weighed about twenty-nine pounds, and measured seventeen feet from wing tip to wing tip, and he was not at all a large one. No, we had no ill luck after the bird's death. If you shoot one and kill him you may look for squalls, but to catch one with a bit of fat pork and let him die on deck is a different thing altogether, you know."—*New York Sun.*

## FOG HORNS ON VESSELS.

The delegation from the Canadian Marine Association, consisting of steamboat owners and others, that went to Ottawa some days ago, had an interview with the minister of marine and fisheries in regard to the proposal to enforce the clause of the steamboat act which provides that fog horns to be worked with a bellows or other mechanical arrangement shall be used in vessels. This provision was made in the act so as to provide against the breakege of a steam whistle, which would naturally leave the boat without any other means of signal than ringing a bell, the deputation represented to the minister that this provision was an absurd one; that steam whistles on boats seldom, if ever broke; and that if some provision had to be made against the steam whistles getting out of order it would be cheaper for boat owners to provide a second whistle. The fog horns, it is estimated, would cost $400 each.

The minister said he agreed with the deputation as to the use of the fog horns, and thought that their introduction on vessels was unnecessary. He intimated to the deputation that the clause of the act referring to the fog horns would not be enforced.

The deputation also had an interview with Sir John Macdonald regarding the proposal to amend the act governing the maritime courts, and providing a vessel may be detained at any port for the payment of a provision bill, etc., upon the discretion of the creditor, without taking into consideration any mortgage on the vessel.

Sir John thought this provision unnecessary, and the members of the deputation were given to understand that the amendment to the act would not be made law. The deputation also brought up the matter of restoring the grade of assistant engineers, and the requirements of the act in respect to a certificated mate for small vessels. They were told that the matter of restoring the grade of assistant engineer and also the advisability of striking out the clause regarding the employment of a certificated mate for small ferry boats, etc., would be considered by the Government.—*Port Arthur Sentinel.*

## SEA RHYMES AND SONGS.

"Do you know the rules of the road at sea?" asked an old sailor who had sailed the Spanish Main. No? Well, you should. They are in rhyme, and easy to remember. They go:

'When both side-lights you see ahead,
Port your helm and show your red.
If on your starboard red appear,
It is your duty to keep clear;
But if upon your port is seen
A steamer's starboard light of green,
There's not so much for you to do,
For green to red keeps clear of you.
Green to green or red to red—
Perfect safety—go ahead!'

"There are other rhymes which are valuable to seamen, such as:

'When the rain's before the wind,
Your topsail sheets and halyards mind.'

"Oh, we sailor men have more poetry in us than we get credit for. Our shanty songs would tickle your fancy. I remember once when I was on the bark Sea Rover, we had been out to Calcutta with a cargo of oil, and were homeward bound when we were caught in a storm and dismasted. The bark sprung aleak at the same time, and we had to abandon her. It was just before daybreak when we pulled away from her, and in the gray of the morning we could see her rising and falling on the long swell which the storm had left. Aside from the perils of our position—at sea in open boats, and no land near—we felt a regret at leaving the ship that had been our home for nearly a year, and the sailors sang as they rowed away that beautiful shanty for abandoning ship:

'She's a gallant ship and a gallant crew,
Leave her jollies, leave her!
She's a gallant ship, and her captain too,
And its time for us to leave her.'

"Then I always like the homeward bound song, and never shall forget how sweetly it came to me across the waters of the Bay of Callao once when thirty sailors walking around the capstan of a ship, invisible in the morning mist, sang—

'We are homeward bound this very day,
Good-by, fare you well!
Good-by, fare you well!
We are homeward bound, with seven months' pay,
Ye-ho, my boys! We're homeward bound.'"